SNOW AND ICE PLAN

January 2019

Prepared by:
Public Works Department

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(Approved and Passed by Governing Body this 2nd day of October, 2012)
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SNOW AND ICE PLAN
City of Garden City
Public Works

Scope:

The City of Garden City’s Snow and Ice Plan was developed for two main purposes:

1. To provide the general public and City Officials with an insight into the complexity of snow and ice control operations.

2. To summarize policies and procedures to be followed by City personnel.

Snow and ice control is frequently a matter of choosing between two methods of moving snow each with its own drawbacks. For example, plowing snow to the side may clear the street, but it often covers sidewalks and blocks intersections and driveways. Plowing to a windrow down the center of the street may alleviate these problems, but may create others by impeding left turns, restricting traffic flow, causing reoccurring icing problems and adding additional cleanup time. This plan sets forth the issues and establishes policy and procedure guidelines to be followed by City personnel during snow and ice control operations. Helpful tips for the public at large, as well as tips for other entities and contractors are also included.

Helpful Tips to the Citizens of Garden City:

The success of our Snow Removal Plan depends on your assistance. The Public Works Department wants to provide you with the best service possible within the constraints of personnel and equipment available. There are many things you can do to help us do our job better.

1. When it starts to snow, park your vehicles off the street if possible. This protects your vehicles from being plowed in or being slid into by passing vehicles. It also gives snowplows more space to maneuver. Additionally, parking your vehicles off the street after a storm will allow us to clear the parking lane of your street.

2. It is frustrating to clear your driveway, only to have a snowplow come by and block it again. A partial solution is to shovel the snow from your driveway into your yard. This won’t entirely eliminate the problem, however it will help. Remember any snow you place in the street will probably be thrown back onto your drive by a passing snowplow. It is equally frustrating to the City snowplow operator to clear a street, only to have someone push snow from a sidewalk, parking lot or other private property into the street. This creates an obstacle to the driving public and puts an additional burden onto the Public Works Department.
3. If possible, leave your vehicle home and avoid the stress of driving in poor conditions. Every vehicle left at home reduces the number of stranded vehicles that slow down plowing operations. The fewer vehicles operating, the quicker the street can be cleared.

4. If possible, do not "store" vehicles or trailers on the street. Snow and ice builds-up around parked vehicles, which creates a problem for plow operators, vehicle owners, and the general public alike.

5. Please do not let your children play on the snow piled on the streets or cul-de-sacs. Equipment operators and other motorists may not see the children playing due to low visibility or other causes.

6. To report poor street conditions or to get additional information about the snow storm, please call 276-1270 during normal working hours. After normal working hours, please call the Police Department at 276-1300 (non-emergency calls). Please be patient when making requests; response time will vary depending on the status of scheduled routes and priorities.

**Helpful Tips to Contractors/Schools/Businesses Involved in Snow Removal:**

The goal of the Public Works Department is to keep Garden City's main arterials and collectors passable for public use. Your goal is to remove snow from parking lots and driveways. By working together, we can get Garden City back to normal in an efficient manner after a storm. While we work well together overall, there are a few areas where better coordination could be useful.

1. When clearing private driveways and parking lots, the snow should be piled on the property or hauled away. Please do not push the snow into the street or onto adjacent sidewalks. Pushing the snow into the street not only creates obstacles to other vehicles and creates additional work for City crews at a time when they already have a full workload.

2. Please do not place snow in the curb and gutter or into drainage channels. In case of a sudden warm spell, the snow can act as a dam and cause flooding.

3. The City will allow you to dump your snow on City-owned property at the west end of the 3i Parking Lot or southwest corner of Forest Park Lake. Please notify the Street Superintendent at 276-1270 if you plan to dump at either location.
**General Policy and Goal:**

The City's Policy is to keep major streets, steep hills and controlled intersections passable by removing snow and sanding to counter the effects of ice build-up. The primary goal is to keep main arterials passable for public transportation and emergency vehicles. The secondary goal is to clear snow and control ice on all other arterials, collectors and steep sloped streets for general public use as quickly as possible. Depending on wind conditions during snowfall, the Director of Public Works or designated representative may defer full mobilization until the storm passes.

**Prioritization:**

The City has over 121 miles of streets to maintain. While it is desirable to provide the highest level of service to all streets included in the system, the budget and manpower level of the Street Department will not allow this. Therefore, priorities are divided into two categories based upon traffic volume and importance to the safety and welfare of the community.

**Primary Routes (Arterials and Collectors):** See Appendix A, Maps 1-3. Streets serving the hospital, fire stations, law enforcement facilities, downtown and business street plazas.

**Secondary Route:** See Appendix A, Map 5. Streets around schools and residential areas.

Streets are plowed and salted/sanded based on the following priorities:

1. Primary Routes (Arterials and Collectors)
2. Controlled Intersections, Critical Areas, Steep Hills, Drifting and Icing Conditions
3. Secondary Routes - Schools
4. Non-Critical Residential Areas
5. Special Requests
Level of Service:

Level of service describes the City's intent as to how the winter maintenance effort will be directed. The assignment of levels of service to the street system is related to the ability to provide winter maintenance operations and the needs of each street based upon expected winter average, daily traffic volumes, weather conditions, temperature ranges, and special circumstances such as local service demands (recreational facilities, industrial areas, commercial areas, etc.) and their importance as major traffic routes.

Level 1: Primary Routes "see Appendix A, Maps 1, 2 & 3" (Emergency Snow Routes – see Appendix A - Map 4)

Plowing and ice control begins when snow depths reach two inches (2”) with continual snowfall. Operations will continue for the duration of the storm. Plowing will terminate when the snowfall stops and accumulation is less than or equal to three inches (3”). Equipment will continue for ice control depending upon conditions.

Level 2: Secondary Routes “see Appendix A, Map 6”.

Plowing and ice control begins when snow depths reach two inches (2”) with continual snowfall. Operations will continue for the duration of the storm. Plowing will terminate when the snowfall stops and accumulation is less than or equal to three inches (3”). Equipment will continue for ice control depending upon conditions. Plowing will not begin until primary routes and public safety areas have been cleared.

Level 3: Non-Critical Residential Streets/Requests

Plowing and ice control begins when snow depths exceed six inches (6”) or major drifting problems occur. Equipment will continue for ice control on requests. Plowing will not begin until primary routes, public safety areas and secondary routes have been cleared.

NOTE: Non-emergency special requests shall not be given priority over the planned schedule unless directed by a medical emergency.
Storm Watch:

The purpose of the storm watch is to prevent an excessive time lapse between the recognition of storm conditions and the initiation of proper control procedures. The watch also provides a center for calls from other agencies and the public concerning abnormal street conditions, which develop after normal working hours.

During working hours, the storm watches will be conducted by the Street Superintendent or designated representative. After normal working hours, the storm watch will be transferred to the Police Department. When warranted by deteriorating conditions, the Police Department Dispatcher will notify the Public Works Director or designated representative. At this point, the storm watches will be transferred to the Street Department personnel and will remain there until the Police Department Dispatcher is notified. Police Department Dispatcher shall contact Street Department personnel under the following circumstances, as a minimum:

- Icy streets or intersections,
- Snowing accumulation of one inch (1”) with continual snowfall,
- Blowing and drifting conditions.

It is imperative that the Public Works Department be notified as soon as possible after deteriorating conditions are noted. The Street Department’s on-call personnel will personally respond to minor problems such as isolated icing or drifting. The on-call personnel will notify the Street Superintendent if assistance is required. The Street Superintendent, during their watch, will notify the appropriate Parks Superintendent or designated representative when conditions warrant.

Mobilization:

The Street Superintendent will mobilize personnel at their discretion and to the extent that conditions dictate. During blizzard conditions, removal activities may be deferred until the blizzard abates, or removal activities may be modified as conditions allow. However, the priority plowing routes will be followed to the greatest extent possible. Partial mobilization for salt/sand spreading may occur when ice, sleet, or moderate snow causes streets, intersections and hills to become slippery.
Shifts:

The Street Department uses a shift system that divides employees into three equal teams. Each team is assigned a shift with a team leader. The shifts are used only during snowstorms and follow-up snow removal.

Major storms requiring continuous plowing will require relief for operators. Operators should not operate a plow continuously for more than a six (6) hour shift without a 30-minute break. Operators shall not work more than a 16-hour shift within a 24-hour time frame.

Training:

In-house training and regional workshops will be provided to all employees involved in the Snow and Ice Control Plan.

Contracting:

Most snow and ice control will be performed by City crews; however, it may become necessary to request assistance from outside forces. The decision to utilize outside assistance will be made by the Director of Public Works or designated representative.

Communications:

A two-way radio mounted in each snow removal vehicle is another valuable winter maintenance tool. Proper use of the radio provides for the reassignment of units, when necessary, and aid to disabled vehicles and maintenance units. Operators can keep supervisors informed of road conditions and provide all units with a running commentary of the storm's progress. Operators shall follow established policy regarding the use of two-way radios.

Safety:

The adverse conditions of winter place all drivers in abnormal situations. Road surfaces can be slippery, visibility limited, accidents are numerous, and almost everyone is impatient. Despite these problems, the street maintenance worker must travel the same slippery streets while performing their work. Crewmembers must utilize special driving skills to avoid colliding with stalled or disabled vehicles. The potential for an accident is extremely high and the care and adeptness displayed by the operator is crucial. Accidents cause additional delays in treatment of the street surface.
Winter maintenance requires nighttime use of plows, loaders, and heavy equipment. Extra care must be used by all concerned to overcome the problems produced by the reduced visibility created by nighttime operation. Time is important, but undue haste may create an accident, which will cost more than the lost time and may also result in injury. A steady pace, which allows all operators sufficient time to perform their tasks properly, is safer and will prove to be more economical in the end. All operators should be critical observers of performance and not let unsafe practices or situations develop or continue.

The personal health of crewmembers is extremely important during winter operations. Dedicated employees often attempt to work while fighting off the effects of head colds. Most of the cold medication currently used can reduce alertness or reaction time. If an employee shows indications of impairment due to medication, the employee should be sent home and a substitute used. Manpower and equipment schedules must have contingency plans to cover absences due to illnesses and other causes.

Employees should also be cautioned to be aware of their personal limitations and not to exceed them. Long hours of demanding work will exact a toll and the price paid for an error in judgment may be extremely high.

**Snow Control Procedures:**

The service level usually dictates the depth of snow accumulation when plowing operations should begin. Streets with high traffic counts will tolerate less snow build-up than streets with lower traffic counts. Since the streets are plowed by the same trucks that do the sanding, snow is allowed to accumulate to two inches (2") before plowing operations begin.

Plowing will continue throughout the storm as needed to keep the accumulation on the street surface less than the service level criteria. Heavy storms will require occasional passes on the shoulders or parking lanes as possible, to provide enough room to store the snow. Operations are repeated until the storm stops and the street surface is cleared. All operators should study and drive their routes before the plowing season begins. Obstacles and other roadside items should be mentally noted. In these areas, reduced plowing speeds are in order to prevent or minimize damage caused by the snow thrown from the plow. Areas with minimal right-of-way behind the curb should also be noted. Lower speeds in these areas will help reduce throwing snow on private property.
The City of Garden City's Policy is to plow snow towards the side of the street except for the downtown area, which will be windrowed to the center of the street. Care should be taken to minimize the blocking of driveways and burying sidewalks. All operators must remember that they are traveling with traffic, subject to the same requirements as the traffic, and that snowplows do not have any special privileges. Operators must obey all traffic laws including speed limits, adjusting speed for deteriorated conditions, stop signs, traffic signals, etc. Since City Policy is to plow snow towards the side of the street, operators find it necessary to use the center turn lane on multiple lane streets as a continuous travel lane in order to clear the lane.

All streets will be cleared using the plows in tandem or triple operation with each plow moving the plowed snow closer to the side of the street. Trucks running together will operate at a proper distance between them to allow for braking. The public is advised to pass with caution.

Ice Control Procedures:

The object of ice control is to provide a safe pavement surface for traffic by preventing the build-up of loose or hard packed snow and ice on the pavement. Ice control also includes the removal of any build-up that occurs with an application of abrasive materials such as salt/sand or the application of deicing chemicals.

The following general guidelines apply to the use of ice control material:

1. Apply material as soon as possible after the snowfall starts and after plowing.
2. Start ice control early in a storm to prevent snow from sticking to the pavement. After the storm, when plowing has been completed, reapply as necessary.
3. Add chemicals for temperatures below 20 degrees Fahrenheit to assist the salt/sand mixture (Mixture is 1:3, Salt : Sand). Do not apply during blowing and drifting snow.

Salt Reaction (varies with temperatures):

1. With temperatures between 25 to 32 degrees melting is good.
2. With temperatures between 20 to 25 degrees melting is moderate to poor.
3. With temperatures below 20 degrees melting is poor to none without additives.
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Snow Removal:

After plowing operations are completed, piles of snow obstructing parking lanes, intersections, drainage systems, downtown and parking lots are loaded, hauled and dumped using the plow trucks. The snow is disposed of on City property located at the west end of the 3i Parking Lot or the southwest corner of Forest Park Lake. The City will allow private dumping of snow at the same locations. In some cases, removal involves spreading out the snow and allowing the traffic to assist in the melting process.

Snow Fence:

The Street Department is responsible for placing and removing snow fence at various locations. The Street Superintendent is responsible for determining locations and gaining approval for placement from the property owner. Snow fences should be checked periodically to evaluate their effectiveness. In general, snow fences will be installed by October 31 of each year and removed in May or June.

Snow Emergency Routes

The severity of the snowstorm indicates whether the snow emergency routes (Ordinance – Section 86-38, “see Appendix C-1”), will be utilized. During a snowstorm, when there is two inches (2") of accumulation accompanied by continued snowfall and/or with the forecast for more snowfall in the immediate future, all vehicles and trailers are prohibited to park on Snow Emergency Routes, which are designated by signs. Vehicles and trailers parked along designated Snow Emergency Routes are subject to fines and/or towing, since the vehicles impede emergency traffic and the snow removal process.

Emergency Routes: “see Appendix A, Maps 4”

Campus Drive; Fleming Street; Main Street, north from Kansas Avenue; Taylor Avenue; Mary Street; Kansas Avenue; Fulton Street; Fourth Street (Fulton Street to Kansas Avenue); Main Street (Arkansas River Bridge to Kansas Avenue); Downtown between 8th to 7th (Chestnut Street, Laurel Street, and Pine Street); Downtown (8th Street, Fulton Street to Walnut Street); Downtown (7th Street, Fulton Street to Spruce Street); Downtown (Stevens Avenue, Pine Street to 8th Street).
Sidewalks:
The City has an Ordinance (Section 78-9,”see Appendix C-2) requiring the owner or occupant of any lot or parcel of ground adjoining or abutting upon any public street or public way within the City wherein a sidewalk is located, to remove from such sidewalk all snow and ice accumulations, in a manner to allow for the safe and unimpeded travel of pedestrians.

Public Parking Lots and Sidewalks:
Parks Department personnel are responsible for clearing sidewalks and parking lots for all City owned property. The Parks Department snow removal priorities are:

1. City Hall parking lots and sidewalks
2. City Hall drive thru window (ice melt)
3. The Train Depot
4. Downtown Parking lots and sidewalks
5. Steven’s Park sidewalks
6. Finnup Park parking lots and sidewalk
7. Park sidewalks (Wildcat, Lions, Rotary, Scout, Santa Fe, Wiley, Forest Lake Park, Ayala, and Willowbrook)
8. A. Harold Long Park Walking Trail
9. Talley Trail
10. Wiley Park Walking Trail
11. Finnup Park Walking Trail
12. Kansas Avenue Walking Sidewalk Trail
13. City Link Bus Stops: Third St & Labrador Blvd; Cherokee Road & Labrador Blvd; Mikes Drive & College Drive (GCCC); Taylor Ave & St John St (Genesis Family Health); 200 block of W Fulton St (Salvation Army); Zerr Road (Finney County Health Dept)
14. Assist other departments
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Work Schedule during a Snowstorm (Sidewalks/Parking Lots):

<table>
<thead>
<tr>
<th>Type of Storm</th>
<th>Start Time</th>
<th>Locations</th>
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<tr>
<td>Trace of snow or minor ice storm</td>
<td>7:00 a.m.</td>
<td>Exclude 8-12</td>
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<tr>
<td>Minor snow (1 – 3 inches accumulation)</td>
<td>4:00 a.m.</td>
<td>Do 1-11</td>
</tr>
<tr>
<td>Major snow (3”+ snow accumulation)</td>
<td>As Required</td>
<td>Do 1-13</td>
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Special Requests for Street Plowing:

Citizens who want to inform the Street Department of unsafe locations or who have special requests for street plowing should contact the Street Department at 276-1270. Requests will be logged and handled in person during normal working hours. The Street Department receives a large number of special requests during and after each storm.

Priority Schedule:
1. Response to emergency situations shall be immediate.
2. Non-emergency special requests will be responded to as quickly as possible depending on equipment availability and the number of special requests.
3. Multiple calls from the same general area will also be an indication of a problem area.
4. However, special requests shall not be given priority over the planned route schedules and priorities unless directed otherwise by a higher authority.

Special Requests by Senior Citizens and the Handicap:

The Street Department recognizes that our community has elderly and handicapped citizens who may need assistance with snow removal on private property and adjacent sidewalks. It is the intention of the Street Department to assist these individuals on a "request only" basis. Citizens requesting assistance should call the Street Department and give their name and address. Response to special requests will be made as quickly as possible after a snowstorm has ended. **However, special requests shall not be given priority over the planned route schedules and priorities unless responding to an emergency situation.**

Coordination:

The Public Works Department coordinates its snow removal activities with those of Finney County, Kansas Department of Transportation and USD 457. Both the County and the State have equipment yards in Garden City. Both agencies plow and treat City
streets as their equipment travels to and from their yards. This assistance is extremely valuable, and is concentrated on arterials and collectors. USD 457 will be notified by Public Works Department when plowing operations begins on the secondary routes.

Revised: November 1997
Revised: November 2000
Revised: November 2001
Revised: November 2004
Revised: October 2012

APPROVED AND PASSED by the Governing Body of the City of Garden City, Kansas
this _____2nd______ day of _____October______, 2012.
Appendix A

1. Primary Routes

Team One
(Snow Emergency Route marked in red) Map 1

Team Two
(Snow Emergency Route marked in red) Map 2

Team Three
(Snow Emergency Route marked in red) Map 3

Emergency Snow Routes Map 4

Primary Routes Composite Map 5

2. Secondary Routes Schools Map 6

3. Non-Critical Routes Map 7

4. Composite of All Snow Routes Map 8
Garden City Snow Route

Primary Route
Emergency
Snow Route
- Emergency
- Turn Around

Points of Interests
- Fire House
- Hospital
- Police Station
- Post Office
- Schools
- Garden City

Plows toward the side with a triple plow operation team. OR
Plows toward the center with tandem graders

Lane Miles - 82.92 miles

Appendix A-4, Map 4
Garden City Snow Route

All Routes
All Teams
Snow Route
- Team 1
- Team 2
- Team 3
- Turn Around
- Schools
- Non-Critical*

Points of Interests
- Fire House
- Hospital
- Police Station
- Post Office
- Schools
- Garden City

Lane Miles - 126.40 miles
*Not a scheduled route (only when equipment is available)
Appendix A-8, Map 8
Appendix B

1. City Manpower & Equipment

2. Operation Priorities & Equipment Sales

3. Snow and Ice Control Checklist
Appendix B-1

City Manpower:

Director of Public Works
Street Superintendent
Traffic Tech II
Parks Superintendent
Solid Waste Supervisor
Fleet Manager

The Street Department personnel provide the core of the snow fighting team. They are assisted by the following Public Works Divisions:

1. Solid Waste
2. Traffic
3. Fleet
4. Parks

Parks Department is responsible for City owned properties: parking lots, parks, and sidewalks.

Fleet Maintenance is on duty to do repair work on equipment and assist in snow removal.

City Equipment:

<table>
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<th>Description</th>
<th>Street Quantity</th>
<th>Parks Quantity</th>
<th>Utility Quantity</th>
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<tbody>
<tr>
<td>Dump Trucks</td>
<td>6</td>
<td>1</td>
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<tr>
<td>11’ Plows</td>
<td>6</td>
<td>1</td>
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<tr>
<td>6-Ton Spreaders</td>
<td>3</td>
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</tr>
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<td>3-Ton Spreaders</td>
<td>2</td>
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<td>One Ton Trucks</td>
<td>2</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Graders</td>
<td>2</td>
<td></td>
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</tr>
<tr>
<td>Loaders</td>
<td>2</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Bobcats</td>
<td>2</td>
<td>1</td>
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<tr>
<td>Tractors with Buckets</td>
<td>2</td>
<td>1</td>
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Appendix B-2

Operation Priorities:

A. Primary Routes – Level One (1)

Route 1  Three Plow Trucks w/Two Spreaders  
One 3-Yard Loader  
Plow Truck (Kansas Ave.) – Water Department

Route 2  Three Plow Trucks w/One Spreader  
One 3-Yard Loader – Waste Water Department

Route 3  Two Graders  
One 3-Yard Loader

B. Secondary Routes – Level Two (2)

Routes  Water Department  
a. Schools  
b. Residential Areas

Additional Routes  Primary Equipment when Available

C. Non-Critical Residential Streets/Requests – Level Three (3)

Additional Routes  Primary/Secondary Equipment when Available

Equipment Sales:

Street Department keeps a current list of contact names of area implement dealers for rental equipment, parts and repairs.
Appendix B-3

Snow and Ice Control Checklist:

1. Type of storm, date, time, etc.
2. Was equipment ready to go?
3. Did we have enough people when we needed them?
4. Were we able to contact them?
5. How much overtime occurred?
6. Do we have snow maps? Have they been updated? When?
7. Do we have a snow removal plan? Has it been updated? When?
8. Do crewmembers know the snow removal policy and procedures?
9. Were area assignments clear?
10. Were all parties informed of their duties and responsibilities?
11. Did we define and plan for problem areas?
12. Were there coordination problems?
13. Were personnel properly trained to do their job safely for themselves and the traveling public?
14. Were spare parts on hand?
15. Was equipment properly allocated to areas and people?
16. Was equipment calibrated prior to the first need?
17. Were materials on hand?
18. Were stockpiles filled? Fluids available?
19. What went well? Why?
20. What problems did we have?
21. Could the problems been preventable?
22. Where were the problem areas - location, type (intersections, grades, drainage)?
23. Was this a typical winter storm? If not, worse or better?
24. Based upon last season's actions, is there a need for additional training?
25. Where can we improve?
26. Were there signage problems or intersection problems prior to the season?
27. If we were hit by a storm greater than normal could we have responded effectively?
28. Was there damage to City or public property? If so, could it have been preventable?
Appendix C

City Ordinances

1. Establish Emergency Snows Routes  Section 86-38

2. Snow and ice removal (sidewalks)  Section 78-9
Appendix C -1

City Ordinances Sec. 86-38

Sec. 86-38. – Emergency Snow Routes.

(1) Declaration of snow emergency. The city manager may declare a snow emergency: (a) whenever snow has accumulated in the city to a depth of two inches with more snow falling and/or the forecast for more snowfall in the immediate future, or (b) designated by the city manager or their representative, when, in the opinion of the city manager, weather conditions warrant the designation of a snow emergency for the protection of the health, safety, and welfare of the citizens of the city. Once in effect, the provisions of this section shall remain in effect until the snow route has been plowed, snow is no longer accumulating; and the snow emergency has been terminated as provided herein. While the snow emergency is in effect, it shall be unlawful: (a) to park a motor vehicle or other personal property (vehicle) on any street designated an emergency snow route in subsection (4) of this section; or (b) to operate a vehicle on any emergency snow route in such manner or condition that the vehicle stalls and is unable to proceed.

(2) Notice of snow emergency by city manager; termination. The city manager shall cause appropriate notice of the designation of a snow emergency to be given through the local press, radio, and other media. The snow emergency shall be terminated by notice given substantially in the same manner as the snow emergency was declared.

(3) Removal of parked vehicles. All vehicles parked on emergency snow routes must be removed before the snow on the route has accumulated to a depth of two inches or within one hour after notice of a snow emergency has been declared by the city manager. Any vehicle parked on an emergency snow route after the depth of two inches or more has been reached may be ticketed and/or removed by a police officer to the nearest garage or other place of safety, and the vehicle may not be recovered until the
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(4) **Emergency snow routes; establishment; signs.** The following streets are hereby established as emergency snow routes within the city:

a. Campus Drive;
b. Fleming Street;
c. Main Street, north from Kansas Avenue;
d. Taylor Avenue;
e. Mary Street;
f. Kansas Avenue;
g. Fulton Street;
h. Fourth Street (Fulton Street to Kansas Avenue);
i. Downtown between 8th Street and 7th Street (Chestnut Street, Laurel Street and Pine Street);
j. Main Street, between Kansas Avenue and River Bridge;
k. 8th Street, between Fulton Street and Walnut Street;
l. 7th Street, between Fulton Street and Spruce Street;
m. Stevens Avenue, between Pine Street and 8th Street.

Upon passage of the ordinance codified in this section, appropriate signs shall be installed along each of the streets above designated an emergency snow route.

(5) **Penalty.** A violation of any of the provisions of this section is a class C offense, punishable as provided in section 1-8. In addition to any penalty provided by section 1-8, any person violating this section shall also pay to the city, any and all towing or storage charges incurred by the city as a result of removal of any vehicle.

(Ord. No. 2051, §§ 1—5, 1-13-98; Ord. No. 2170, § 1—5, 10-30-01)
Appendix C -2

City Ordinances Sec. 78-9

Sec. 78-9. – Snow and ice removal.

It shall be the duty of the owner or occupant of any lot or parcel of ground adjoining or abutting upon any public street or public way within the city wherein a sidewalk is located, to remove from such sidewalk all snow and ice accumulations, in a manner to allow for the safe and unimpeded travel of pedestrians.